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SHOE REPAIR SHOP

I wish to announce that I have opened up a Shoe and Harness Repair Shop in the small building adjoining Real's Hall and am now ready for business. I use the best material on the market and guarantee my work. Your patronage earnestly solicited.

J. E. Crawford, Prop.

SAVE THE COST OF SPRAYING

Martins and Bluebirds Should Have Houses Provided for Them Near the Orchard.

The American Bird House Journal says that farmers and orchardists can avoid the cost of spraying fruit trees by providing the purple martins with a residence in or near the orchard and encouraging these intelligent birds to keep down the insect pests. The paper produces evidence to show that the martins protected a certain orchard to such an extent that great crops of fruit were raised without any spraying at all. It may be too much to assume that the birds will take care of all tree pests; the San Jose scale, for instance, must be beyond the reach of any bird. But there is no doubt about the activity and the value of martins and bluebirds in fighting insect pests, nor any doubt at all of the readiness of these birds to occupy and take advantage of the nice little houses provided for them, provided the English sparrows are kept at their distance.

A very ingenious and practical device for assuring the trees on city sidewalks a sufficient supply of water, no matter how dry the season and how hard baked the earth, has recently been put in operation in Strassburg by Mr. Sauer, the city tree inspector. It consists of a tube of iron or lead bent into the form of a ring large enough to encircle the stem of the tree. The earth is removed so that this ring may be placed just above the roots, and is then filled in again, leaving the end of a pipe connecting with the ring projecting above the surface of the ground. The top of the ring is pierced with a large number of small holes, and a tin cover or shield prevents these from becoming stopped up with earth. By means of a funnel in the protruding end of the pipe any desired amount of water may be supplied to the roots without waste or loss of time. A further advantage, according to Prometheus, is the ventilation thus secured of the earth in the vicinity of the roots.

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KING ROAD DRAG IS FAVORED

Hundreds of Farmers of Colorado Have Pledged Themselves to Make Use of Implement.

State Highway Commissioner T. J. Ehrhart of Colorado has announced that the state will pay half the cost of split-log drags to all counties which will furnish these drags free to farmers and others pledging themselves to use them on their roads. This action followed the strong impression made on the highway commission by the D. Ward King method of road building, as demonstrated at the King road rallies held recently at Castle Rock, Littleton, Golden, Denver, Brighton, Loveland, Greeley, Fort Morgan, Fort Collins and Cheyenne. Governor Ammons was a regular attendant at the meetings and enthusiastically indorses the system.

Hundreds of farmers have already pledged themselves to use the drags, and as a result it is predicted that ruts, bumps and mudholes in the roads in this section of the state will soon be things of the past, just as this Missouri farmer's method transformed the dirt roads of Iowa and a dozen other states at practically no expense.

The following is King's condensed formula for building and maintaining a perfect road with the split-log drag:

"Build a King drag according to instructions. After the first rain, while the dirt is still moist but not sticky, hitch the team to the drag so that the drag will follow the team at an angle of about 45 degrees. Drive with one horse on each side of the wheel track to your neighbor's front gate toward town and come home over the other wheel track, smoothing the road and moving a small amount of earth toward the middle.

"After the next rain or wet spell go again. Repeat this after each storm until the surface touched by the drag is smooth and is slightly higher in the center than at the sides.

"Plow a shallow furrow (please notice the word 'shallow') just outside the dragged portion of the road, turning the furrow into the dragged portion. Spread this furrow (notice the word 'spread') over the road toward the center with the drag. When you finish the roadway will be about two feet wider and the middle will be a little higher.

"After the next rain or storm plow again and drag again, adding two feet more to the width and building the road still a little higher in the center. Only plow one furrow between rains. When the road becomes wide enough, quit plowing. Never drag except when the soil is moist.

"This formula is guaranteed to produce results."

A government bulletin giving instructions for making and using the King drag may be obtained by anyone desiring to use it on his roads by addressing the agricultural department at Washington.

Remember

That every added subscriber helps to make this paper better for everybody

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